BookletChart™

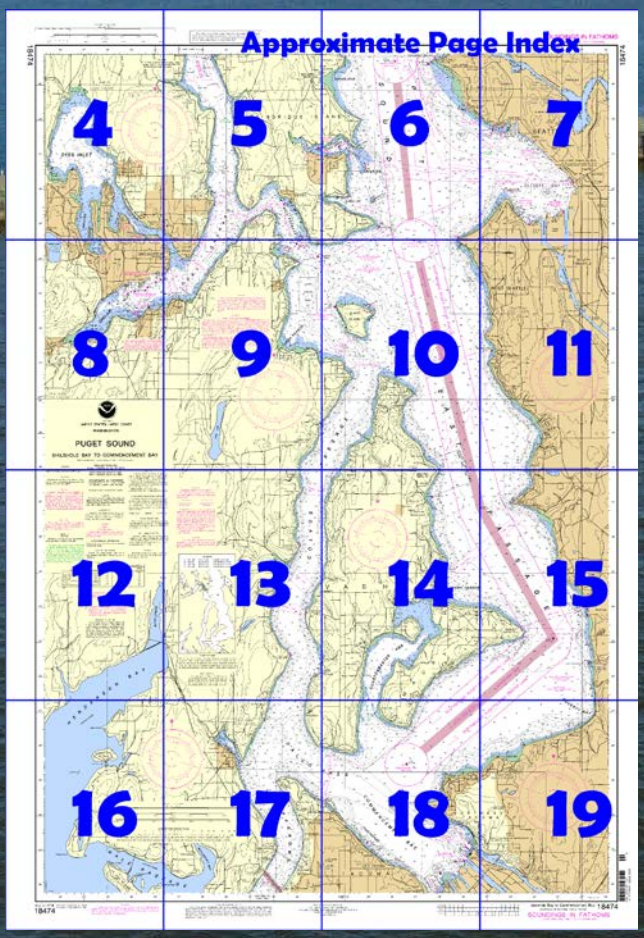
Puget Sound – Shilshole Bay to Commencement Bay

NOAA Chart 18474

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

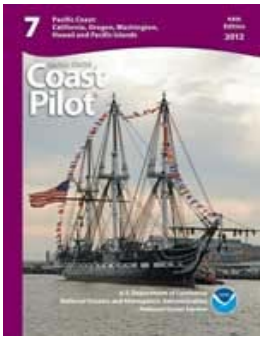
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18474.



(Selected Excerpts from Coast Pilot)
Shilshole Bay is between Meadow Point and West Point. It is an open bight from which the Lake Washington Ship Canal is entered, and is the site of the largest marina in the Seattle area. Clay cliffs extend for about 0.5 mile S of the canal entrance. Golden Gardens Park, Seattle Department of Parks and Recreation is N of the marina and extends up to and includes Meadow Point.
Shilshole Bay Marina, the small-craft basin just N of the canal entrance, is administered by the Port of Seattle. A 4,400-foot breakwater, marked at each end by a light, protects the basin on its W side. The basin has two entrances. In 2009, the controlling depths were 14 feet in the S entrances, and 15 feet in the N entrance. There are berths at the concrete floats for 1,400 craft to 250 feet long, including a guest pier and transient berths. The marina can provide electricity, gasoline, bio-diesel (#1 and #2), diesel fuel, water, ice, marine supplies, and a pump-out station at the 600-foot pier at the midpoint of the basin. Two 3-ton hoists are at the S end, and one 3-ton and one 4-ton hoists are at the N end of the basin. A 55-ton marine travel lift, for haul-out, is available at the boatyard at the S end of the basin. Dry storage is available for 82 boats on movable trailers at the N end of the marina. A boat launching ramp is located N of the marina in Golden Gardens Park. The marina can be contacted on VHF-FM channel 17.
West Point, at the N entrance to Elliott Bay, is a low, sandy point which rises abruptly to an elevation of over 300 feet 0.5 mile from its tip. The edge of the shoal extending WSW from the point is marked by a lighted buoy. **West Point Light** (47°39'43"N., 122°26'09"W.), 27 feet above the water, is shown from a 30-foot white octagonal tower attached to a building on the end of the point; a mariner radio activated sound signal is at the station, initiated by keying the microphone five times on VHF-FM channel 81A. Prominent in the area are the sump tanks of a sewage treatment plant about 0.1 mile E of the light, a VTS antenna tower between the plant and the light, and a large white dome about 1 mile ESE of the light.
Alki Point, at the S entrance to Elliott Bay, is low with a small prominent wooded knoll about 80 feet high immediately back of it. E of the knoll, lowland extends for nearly 0.4 mile before rising to the high land extending S from Duwamish Head. **Alki Point Light** (47°34'35"N., 122°25'14"W.), 39 feet above the water, is shown from a 37-foot white octagonal tower attached to a building on the end of the point.
Elliott Bay indents the E shore of Puget Sound just N of Duwamish Head. The entrance is between West Point on the N and Alki Point 5 miles S. The bay proper, lying E of a line between Magnolia Bluff and Duwamish Head, has a width of about 2 miles and extends SE for nearly the same distance. The bay is deep throughout most of its area.
Magnolia Bluff, largely bare, light-colored, and rising in places to nearly 300 feet, extends along the N shore from West Point to Smith Cove. **Fourmile Rock** is 60 yards offshore, 1.7 miles SSE of West Point Light. A light is on the rock. A wreck, covered 56 feet, is about 0.5 mile W of Magnolia Bluff in about 47°38'25"N., 122°25'35"W.
Elliott Bay Marina is located just W of Smith Cove (Pier 91) below Magnolia Bluff. A 2,700-foot breakwater, marked by private lights, protects the basin on its S side. The basin has entrances on the E and W ends and has a reported depth 23 feet in the approach with a depth of 10 feet alongside the berths. The marina can accommodate 1,200 vessels up to 200 feet long, including 20 transient berths; larger vessel moorage is at the E pier. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, engine and electrical repair. A yacht chartering firm is on site. VHF-FM channel 78A is monitored and a heliport is located at the center of the breakwater. No commercial vessels, commercial work or major boat repairs are allowed.
Duwamish Head, 1.8 miles NE of Alki Point and rising to over 260 feet from the point, bounds Elliott Bay to the S. The bluff is tree covered, but is interspersed with houses. The lights of the houses along the beach and on the bluff are conspicuous at night. A shoal, extending over 0.2 mile N of the point, is marked by **Duwamish Head Light** and a mariner radio activated sound signal, initiated by keying the microphone five times on VHF-FM channel 83A.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

Corrected through NM May 14/11
Corrected through LNM May 03/11

For Symbols and Abbreviations see Chart No. 1

NOTE D
CAUTION
Numerous uncharted sunken logs and stub piling are known to exist in this area.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents, and the direction of flow.The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Table, Pacific Coast of North America.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash., or at the Office of the District Engineer, Corps of Engineers in Seattle, Wash. Refer to charted regulation section numbers.

CAUTION
A flashing red light on South dock Torpedo Station, and on a float opposite Battle Point indicates torpedo firing in progress.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B
CAUTION
Limits of Log Storage and Booming Grounds are subject to change.

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

COLEMAN FERRY TERMINAL FOG SIGNAL
The light showing fixed white and horn is privately maintained and operated during fog.

Mercator Projection
Scale 1:40,000 at Lat. 47°28'N

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.649" southward and 4.461" westward to agree with this chart.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, Wash	KHB-60	162.550 MHz

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

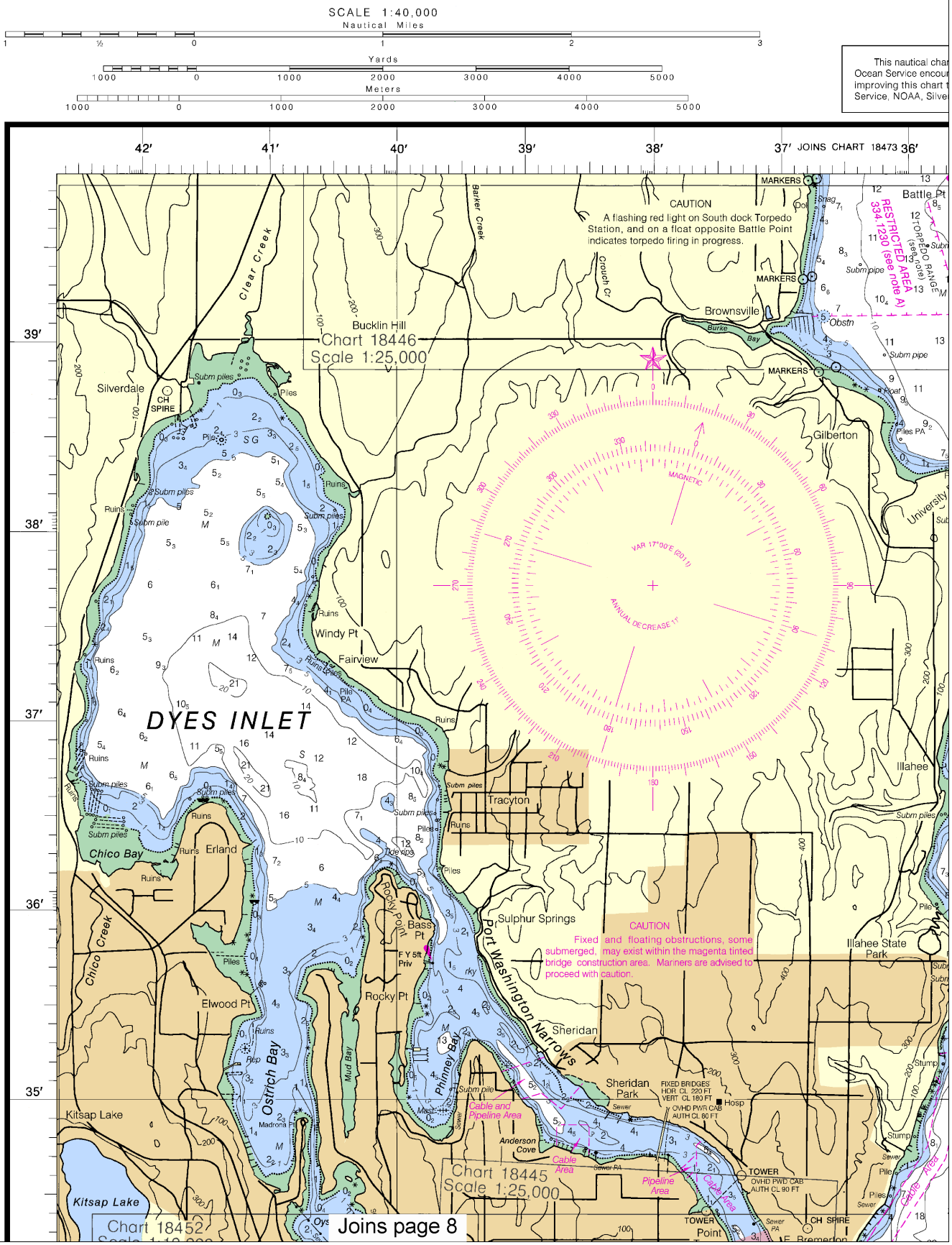
COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Brownsville, Port Orchard	(47°39'N/122°37'W)	11.8	10.9	2.9
Gig Harbor	(47°20'N/122°35'W)	11.8	11.0	2.8
Port Blakely	(47°36'N/122°31'W)	11.5	10.6	2.8
Bremerton, Port Orchard	(47°34'N/122°37'W)	11.7	10.9	2.9
Seattle, Elliott Bay	(47°36'N/122°20'W)	11.4	10.5	2.8
Tacoma, Commencement Bay	(47°16'N/122°25'W)	11.8	10.9	2.9

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2011)



4

Note: Chart grid lines are aligned with true north.

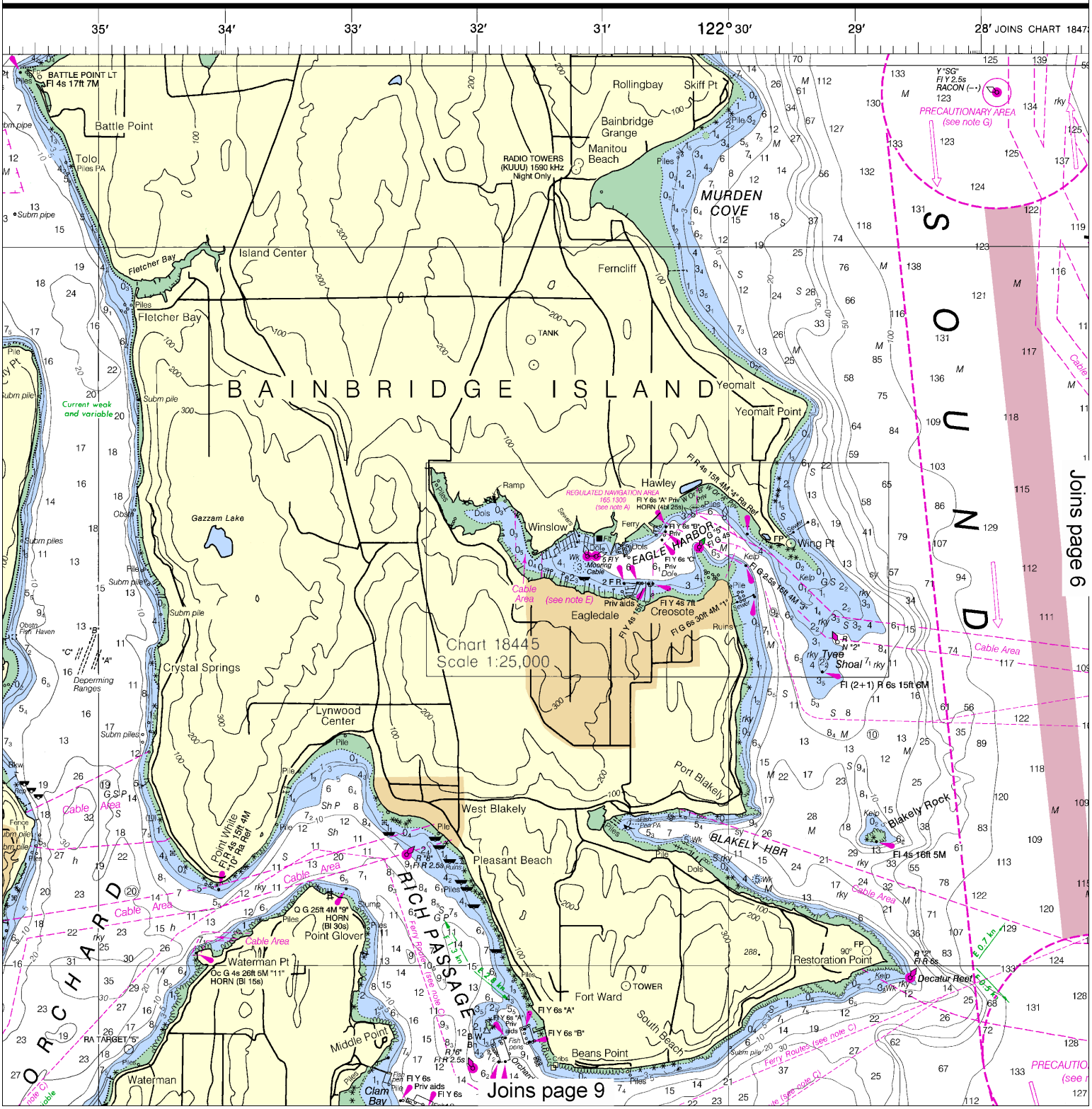
Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
Yards

See Note on page 5.

art has been designed to promote safe navigation. The National urages users to submit corrections, additions, or comments for t to the Chief, Marine Chart Division (N/CS2), National Ocean ver Spring, Maryland 20910-3282.

1st Edition Sept 1984 , KAPP 1679



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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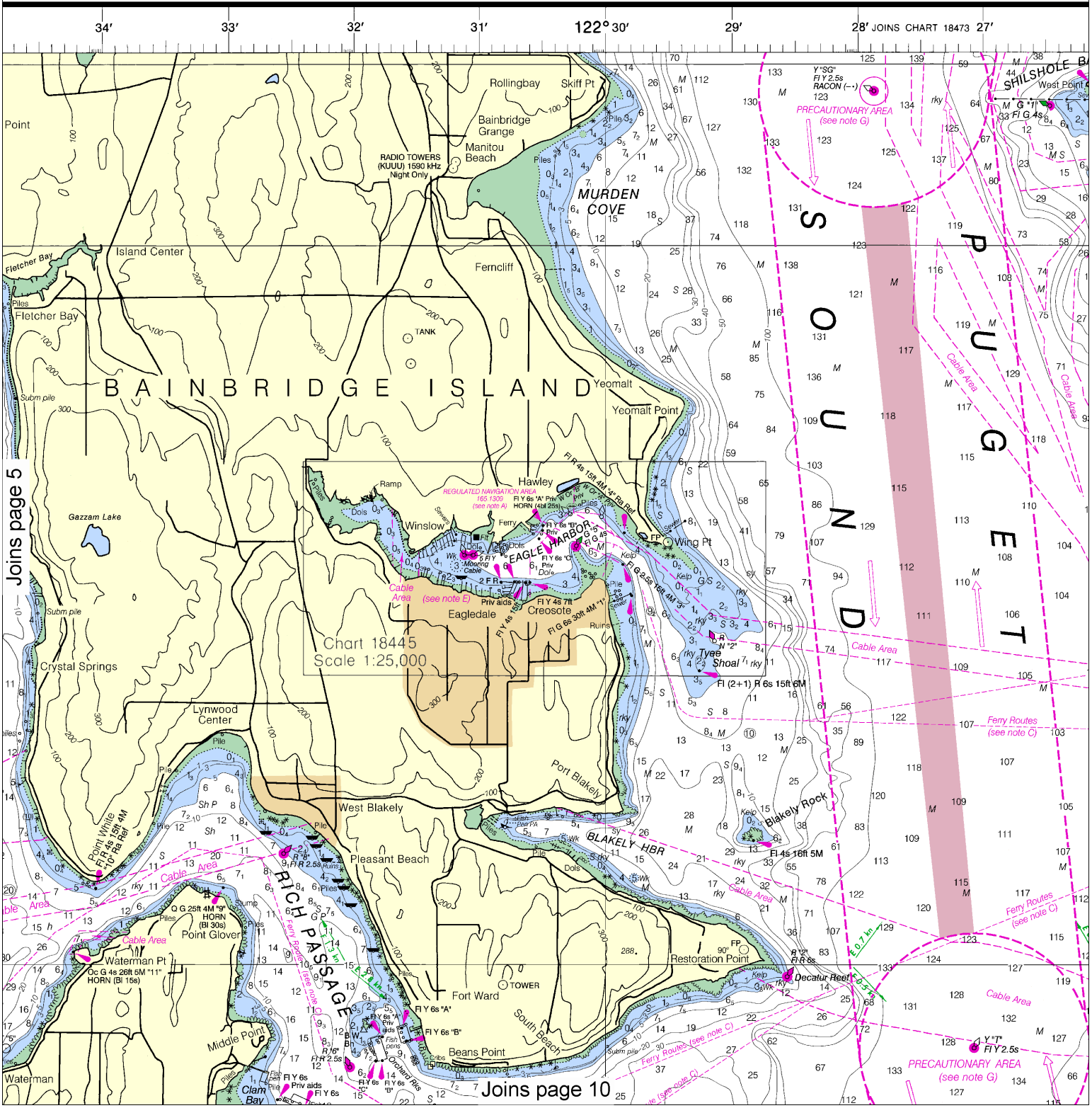
ctions, additions, or comments for
Division (N/CS2), National Ocean
3282.

1st Edition Sept 1984 , KAPP 1679



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

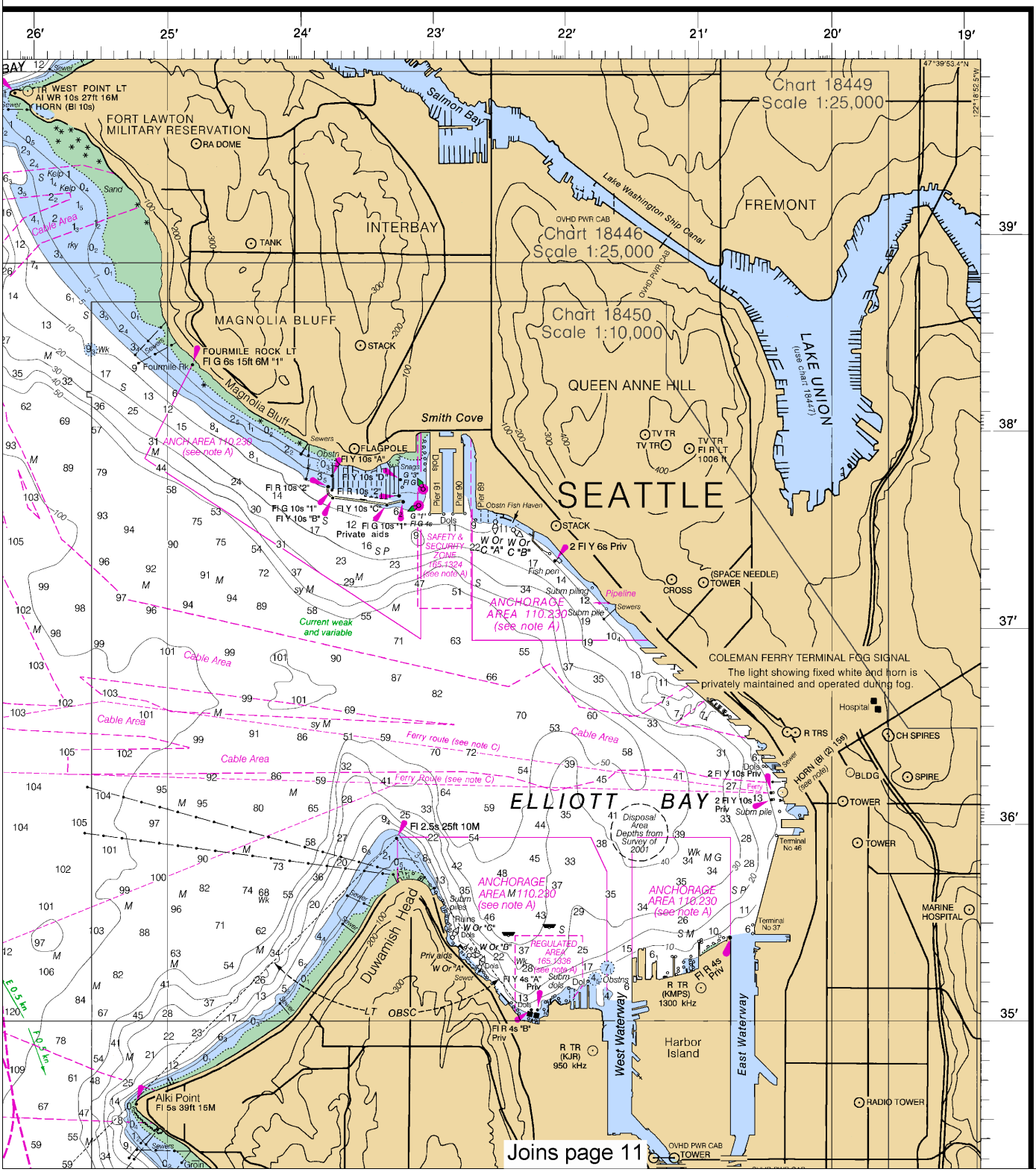
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

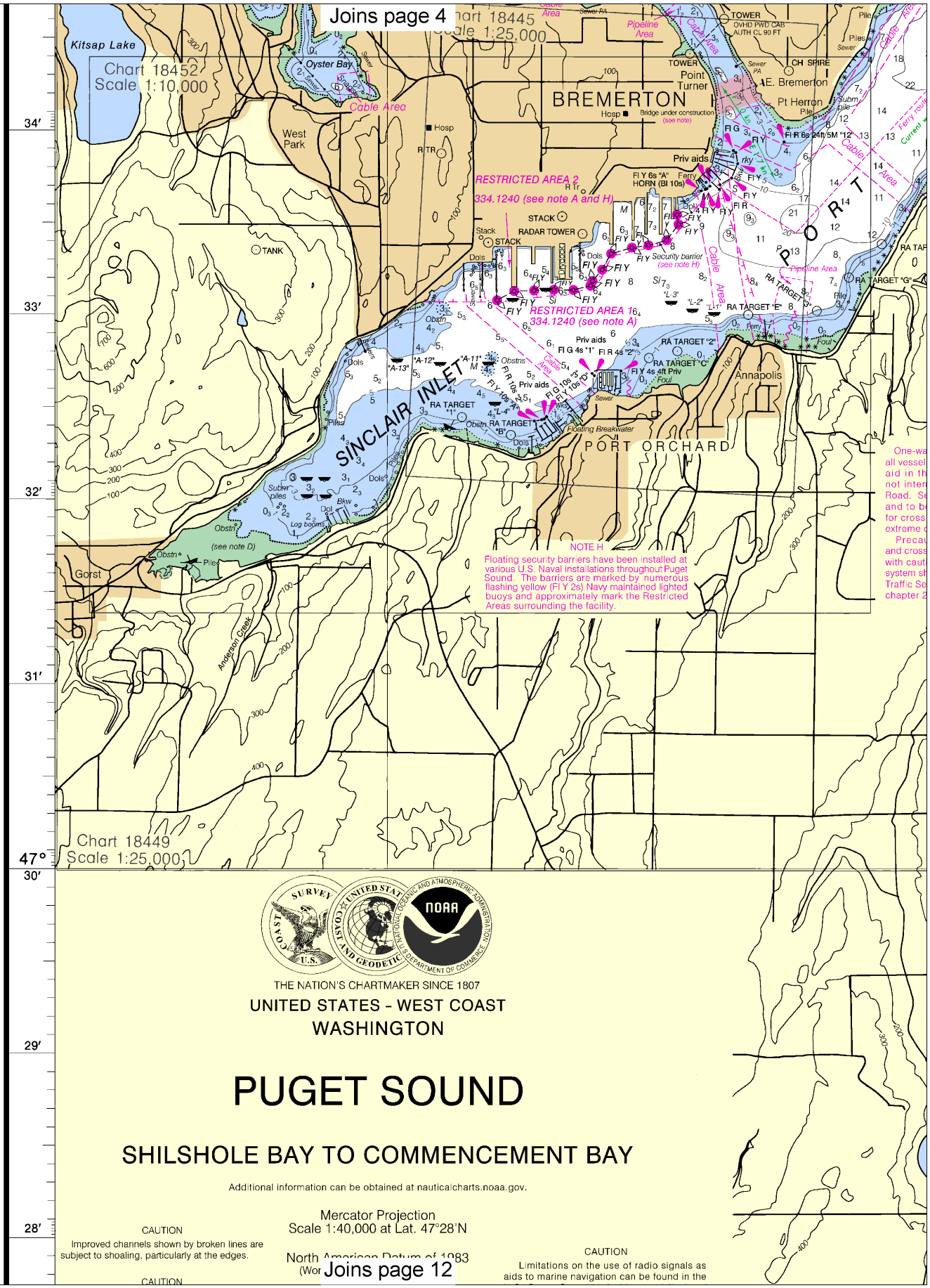
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18474



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5012 12/11/2012,
NGA Weekly Notice to Mariners: 5212 12/29/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

PUGET SOUND

SHILSHOLE BAY TO COMMENCEMENT BAY

Additional information can be obtained at nauticalcharts.noaa.gov.

Mercator Projection
Scale 1:40,000 at Lat. 47°28'N

North American Datum of 1983
(Wor

Joins page 12

CAUTION

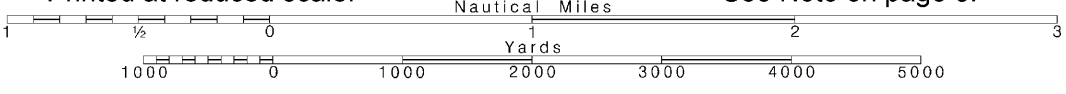
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

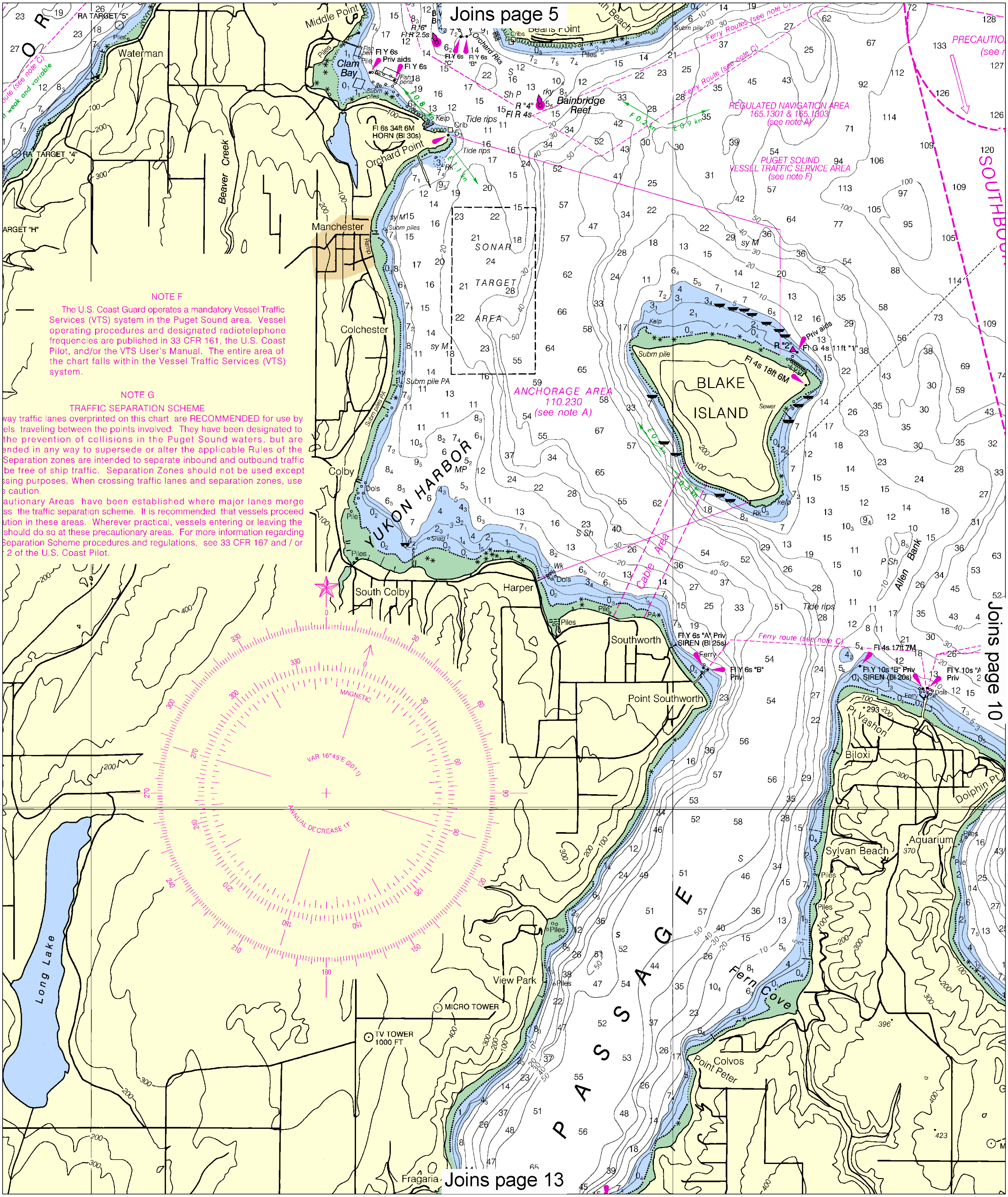
Limitations on the use of radio signals as aids to marine navigation can be found in the

Note: Chart grid lines are aligned with true north.

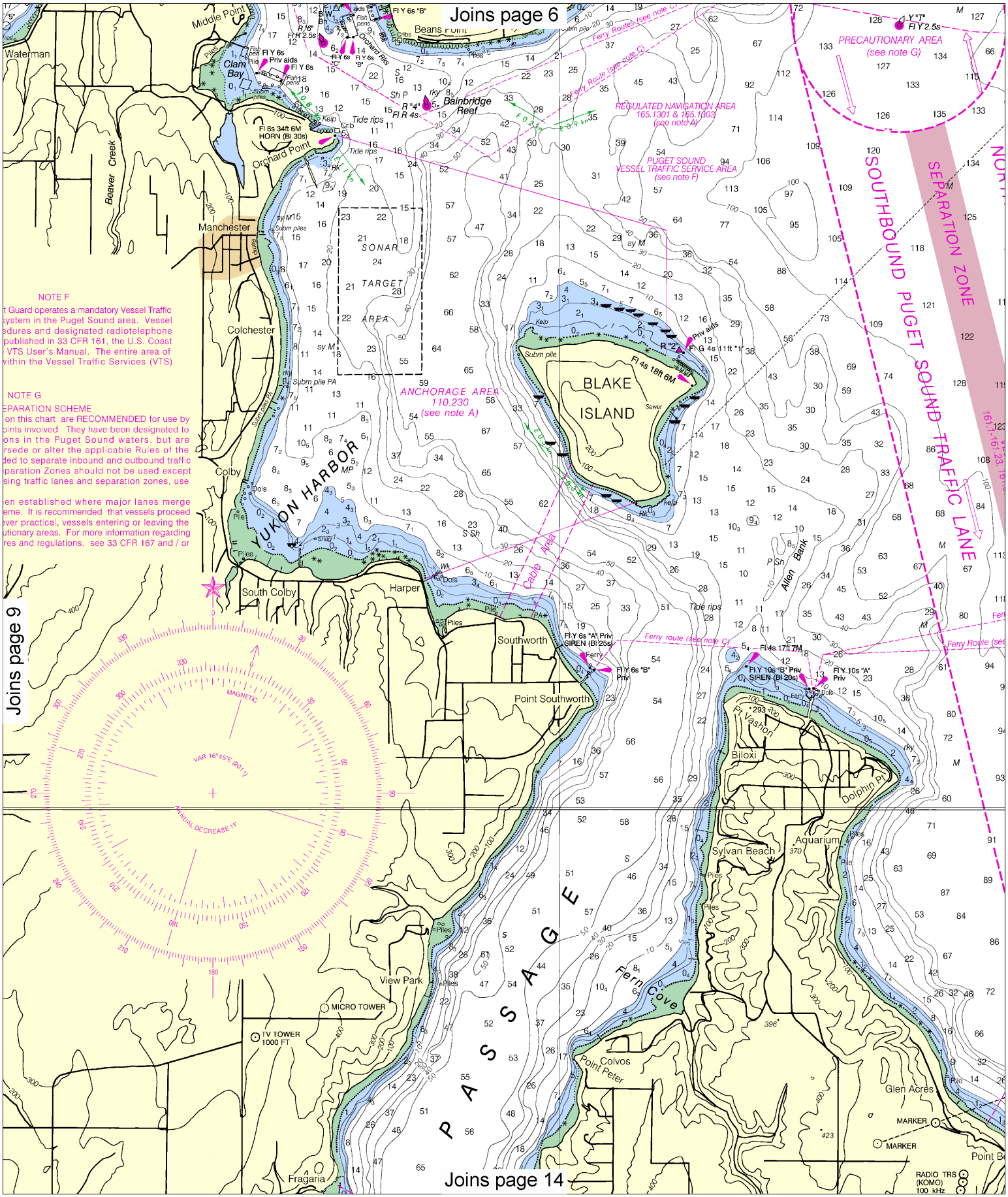
Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.



Joins page 5
Joins page 10
Joins page 13
Middle Point
Waterman
Clam Bay
Orchard Point
Beaver Creek
Manchester
Colchester
Colby
South Colby
Harper
Southworth
Point Southworth
Bainbridge Reef
Orchard Rks
BLAKE ISLAND
Fl 4s 18ft 6M
YUKON HARBOR
SONAR TARGET AREA
ANCHORAGE AREA
110.230
(see note A)
REGULATED NAVIGATION AREA
165.1301 & 165.1303
(see note A)
PUGET SOUND
VESSEL TRAFFIC SERVICE AREA
(see note F)
PRECAUTIO
SOUTHBOU
Allen Bank
Cable Area
Ferry route (see note C)
Ferry Routes (see note C)
Fl 6s 34ft 6M
HORN (Bl 30s)
Fl Y 6s "A" Priv
SIREN (Bl 25s)
Fl Y 6s "B"
Priv
Fl 4s 17ft 7M
Fl Y 10s "B" Priv
SIREN (Bl 20s)
Fl G 4s 11ft "1"
Priv aids
NOTE F
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.
NOTE G
TRAFFIC SEPARATION SCHEME
way traffic lanes overprinted on this chart are RECOMMENDED for use by els traveling between the points involved. They have been designated to the prevention of collisions in the Puget Sound waters, but are ended in any way to supersede or alter the applicable Rules of the Separation zones are intended to separate inbound and outbound traffic be free of ship traffic. Separation Zones should not be used except ssing purposes. When crossing traffic lanes and separation zones, use caution.
autionary Areas have been established where major lanes merge ss the traffic separation scheme. It is recommended that vessels proceed ution in these areas. Wherever practical, vessels entering or leaving the should do so at these precautionary areas. For more information regarding Separation Scheme procedures and regulations, see 33 CFR 167 and / or 2 of the U.S. Coast Pilot.
MAGNETIC
VAR 16°45'E (2011)
ANNUAL DECREASE 11'
Long Lake
MICRO TOWER
TV TOWER
1000 FT
View Park
Fragaria
Fern Cove
Colvos
Point Peter
PASSAGE
Pt Vashon
Biloxi
Dolphin Pt
Sylvan Beach
Aquarium



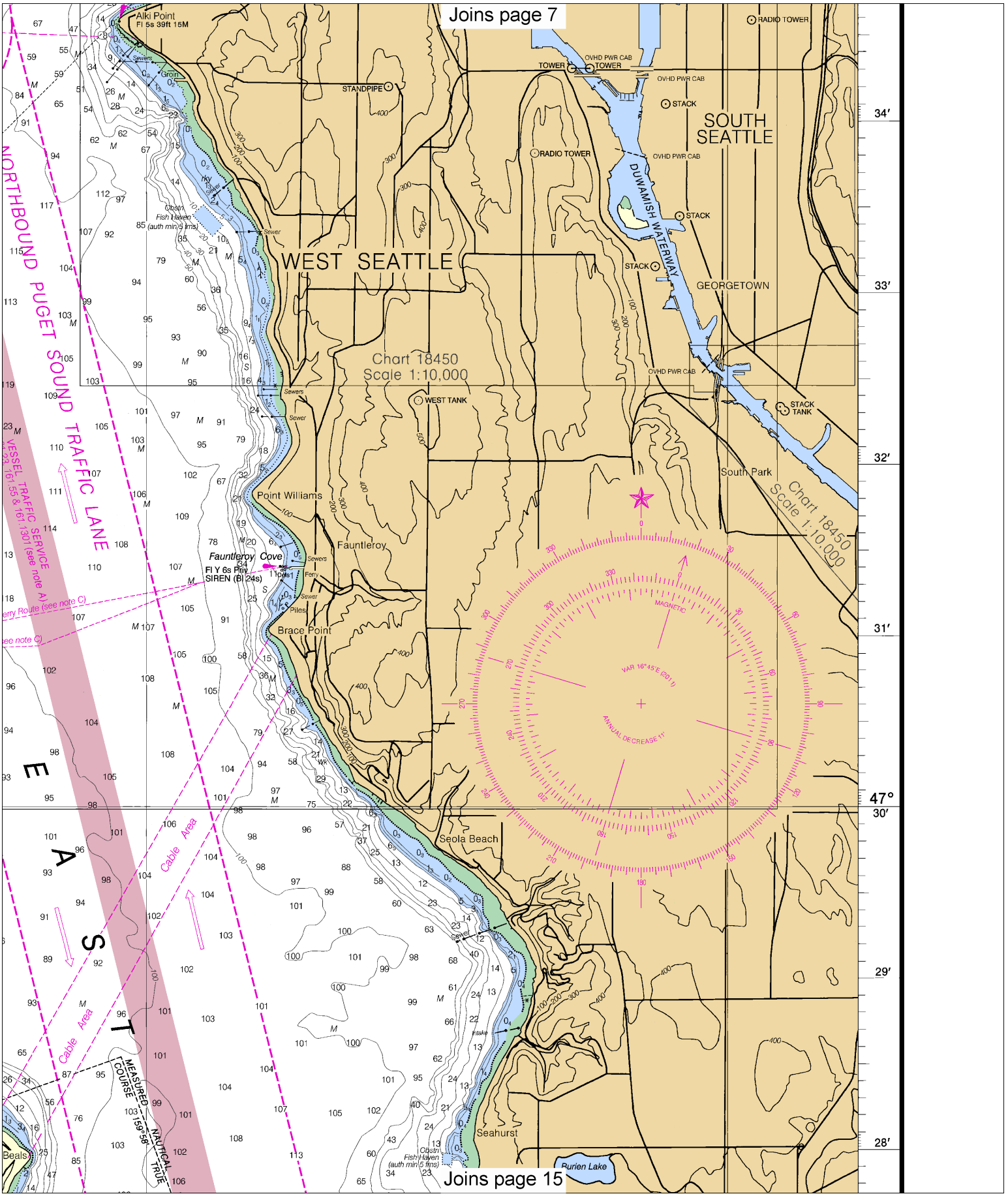
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Alki Point
Fl 5s 39ft 15M
RADIO TOWER
TOWER
OVHD PWR CAB
TOWER
OVHD PWR CAB
STANDPIPE
STACK
SOUTH SEATTLE
RADIO TOWER
OVHD PWR CAB
DUWAMISH WATERWAY
STACK
WEST SEATTLE
STACK
GEORGETOWN
Chart 18450
Scale 1:10,000
OVHD PWR CAB
WEST TANK
STACK TANK
South Park
Chart 18450
Scale 1:10,000
Point Williams
Fauntleroy
Fauntleroy Cove
Fl Y 6s Priv
SIREN (Bl 24s)
Brace Point
Seola Beach
Seahurst
Burien Lake
NORTHBOUND PUGET SOUND TRAFFIC LANE
VESSEL TRAFFIC SERVICE
Cable Area
Cable Area
MEASURED COURSE
159°-58° NAUTICAL TRUE
Joins page 15
34′
33′
32′
31′
47°
30′
29′
28′

Joins page 8

Scale [illegible]N

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE E

CAUTION

MOORING CABLE

Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash., or at the Office of the District Engineer, Corps of Engineers in Seattle, Wash. Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE D

CAUTION

Numerous uncharted sunken logs and stub piling are known to exist in this area.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents, and the direction of flow.The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Table, Pacific Coast of North America.

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, Wash	KHB-60	162.550 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLE

Charted submarine pipelines and sub cables and submarine pipeline and cable are shown as:

Pipeline Area Cable Are

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Covered wells may be marked by ligh unlighted buoys.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Brownsville, Port Orchard	(47°39'N/122°37'W)	11.8	10.9	2.9
Gig Harbor	(47°20'N/122°35'W)	11.8	11.0	2.8
Port Blakely	(47°36'N/122°31'W)	11.5	10.6	2.8
Bremerton, Port Orchard	(47°34'N/122°37'W)	11.7	10.9	2.9
Seattle, Elliott Bay	(47°36'N/122°20'W)	11.4	10.5	2.8
Tacoma, Commencement Bay	(47°16'N/122°25'W)	11.8	10.9	2.9

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2011)

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE C

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.649" southward and 4.461" westward to agree with this chart.

SOURC

A	1990-2009	NOS Surveys
B1	1990-2001	NOS Surveys
B2	1970-1989	NOS Surveys
B4	1900-1939	NOS Surveys

SOURCE DI

The outlined areas represent the limits survey information that has been evaluat banded in this diagram by date and typ by the U.S. Army Corps of Engineers a not shown on this diagram. Refer to Ch

RACING BU

Racing buoys within th are not shown hereon. obtained from the U.S. C Offices as racing and oth not all listed in the U.S. Co

Burley

Burley Lagoon

Purdy

OVHD PWR CABS

ERSON BAY

Joins page 16

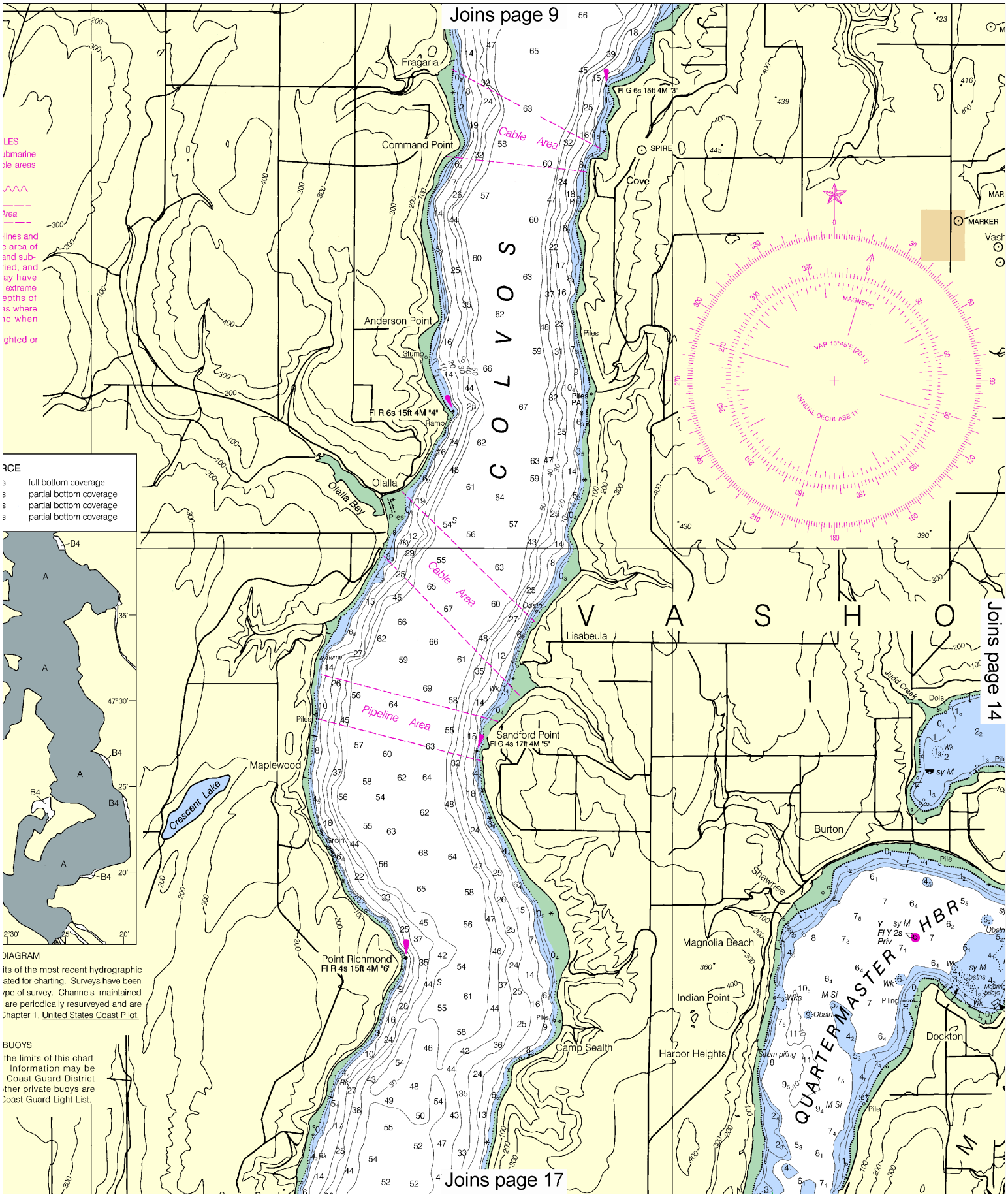
Note: Chart grid lines are aligned with true north.

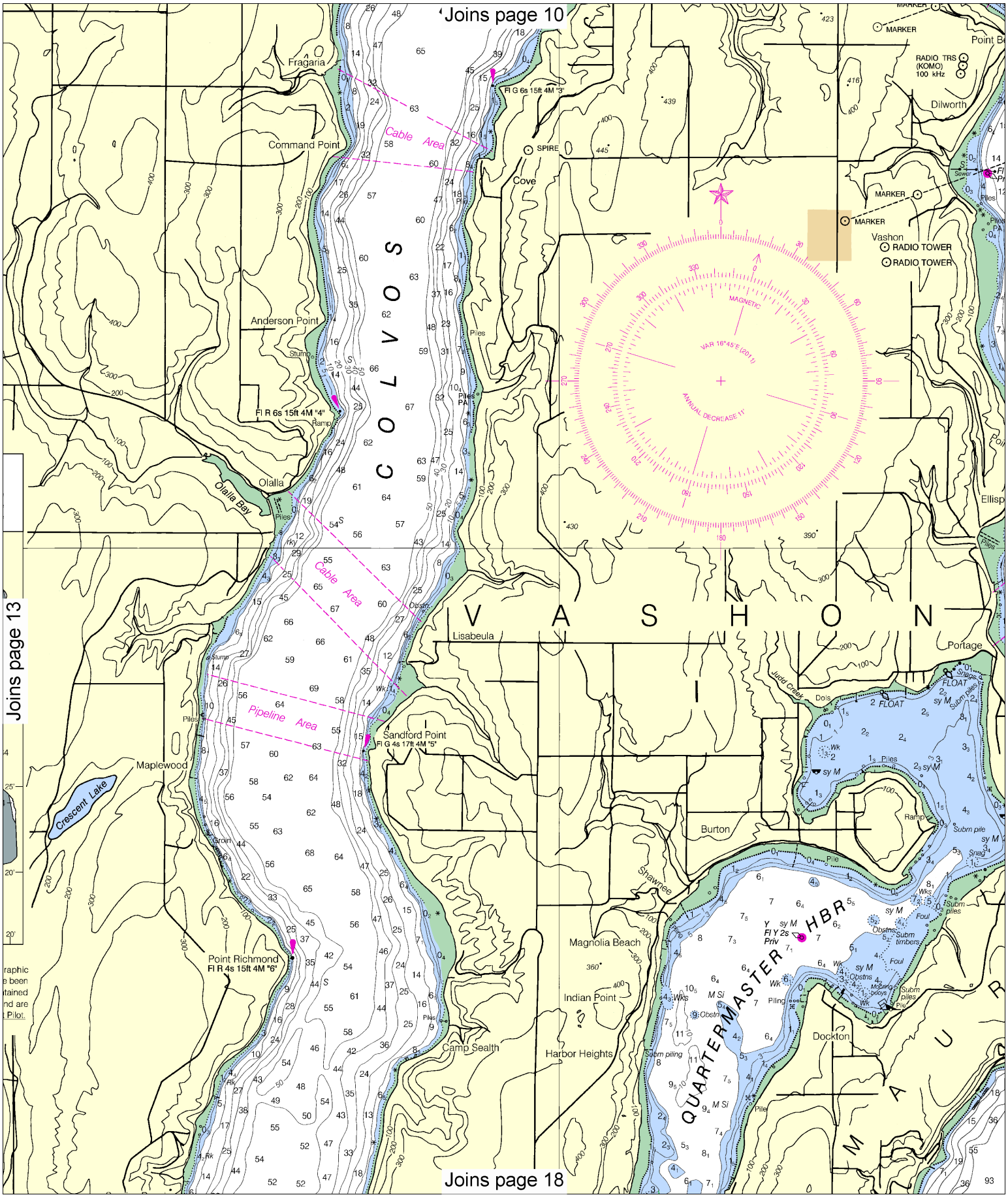
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
Fragaria
Fl G 6s 15ft 4M "3"
Command Point
Cable Area
SPIRE
Cove
MARKER
Anderson Point
Fl R 6s 15ft 4M "4"
Ramp
COLVOS
Olalla
Olalla Bay
Cable Area
Pipeline Area
VASHON
Lisabeula
Sandford Point
Fl G 4s 17ft 4M "5"
Maplewood
Crescent Lake
Point Richmond
Fl R 4s 15ft 4M "6"
Burton
Shawnee
Magnolia Beach
Indian Point
Harbor Heights
Camp Sealth
Dockton
QUARTERMASTER HBR
Joins page 14
Joins page 17
MAGNETIC
VAR 16°45'E (2011)
ANNUAL DECREASE 11'
full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
DIAGRAM
BUOYS



14

Note: Chart grid lines are aligned with true north.

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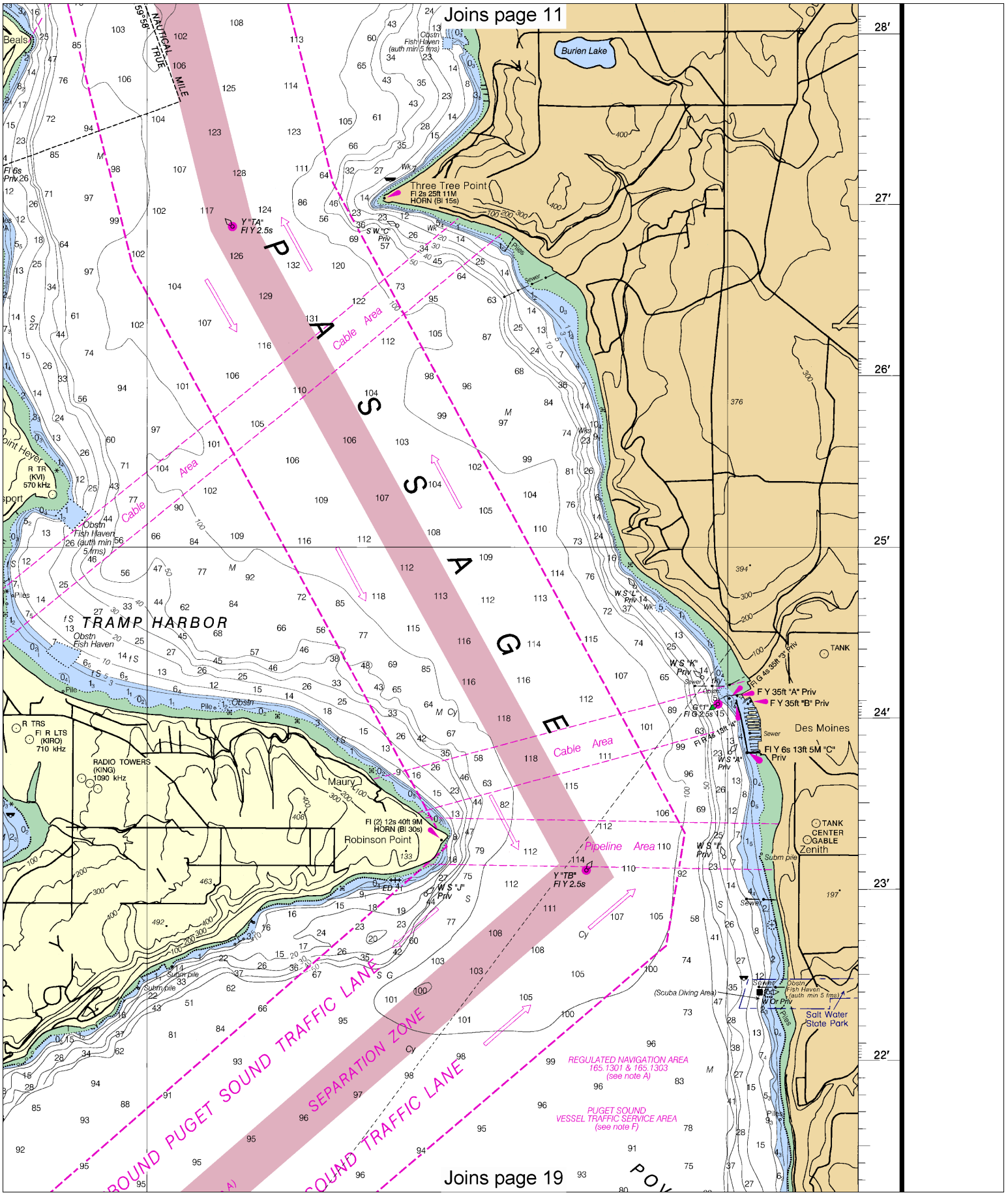
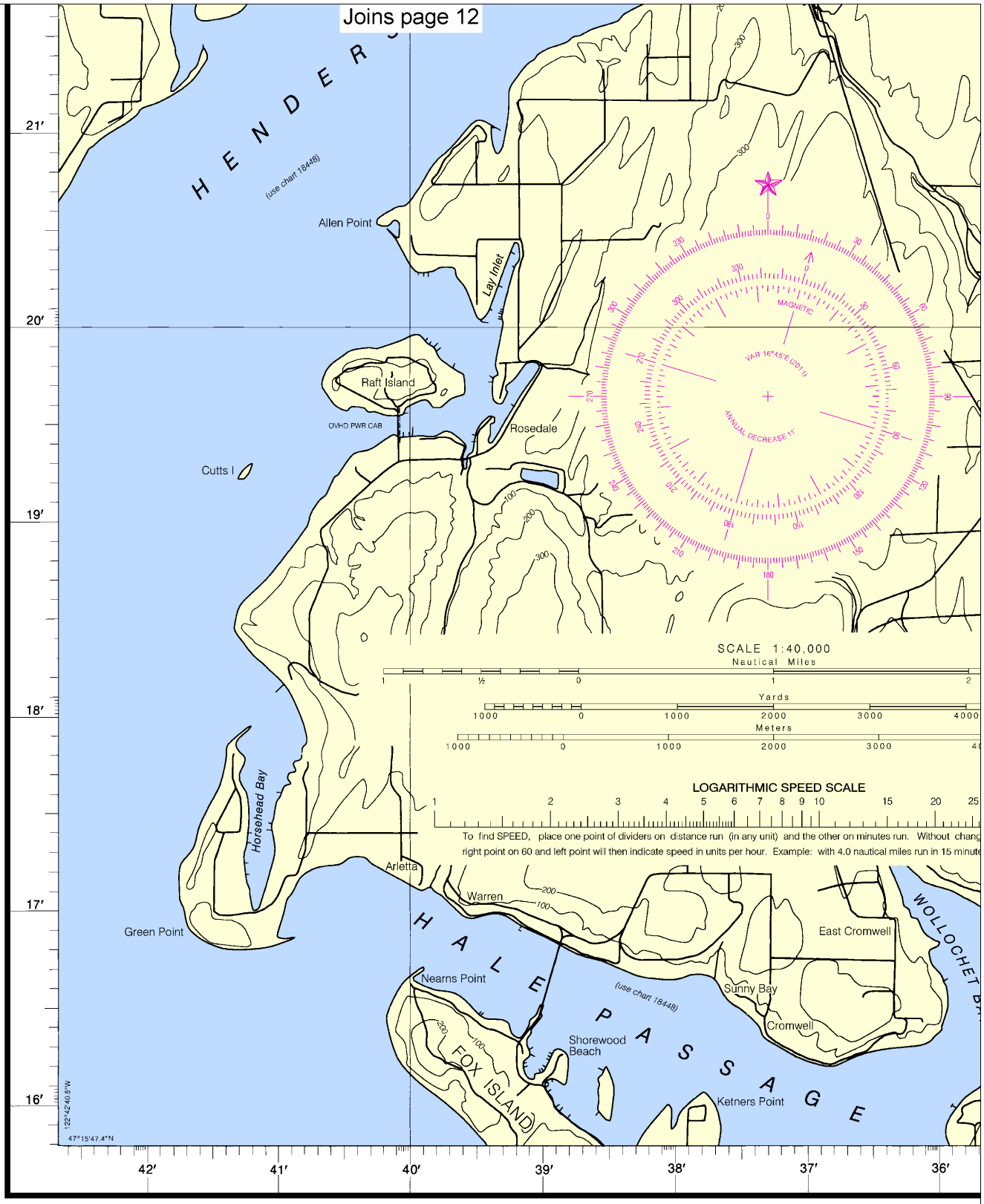
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Joins page 19
PASSAGE
TRAMP HARBOR
Three Tree Point
Fl 2s 25ft 11M
HORN (Bl 15s)
Burien Lake
Des Moines
Zenith
Maury
Robinson Point
Fl (2) 12s 40ft 9M
HORN (Bl 30s)
Fl Y 6s 13ft 5M "C" Priv
F Y 35ft "A" Priv
F Y 35ft "B" Priv
Y "TA"
Fl Y 2.5s
Y "TB"
Fl Y 2.5s
Cable Area
Pipeline Area
Salt Water State Park
(Scuba Diving Area)
REGULATED NAVIGATION AREA
165.1301 & 165.1303
(see note A)
PUGET SOUND
VESSEL TRAFFIC SERVICE AREA
(see note F)
SEPARATION ZONE
PUGET SOUND TRAFFIC LANE
PUGET SOUND TRAFFIC LANE
RADIO TOWERS
(KING)
1090 kHz
R TR
Fl R LTS
(KIRO)
710 kHz
R TR
(KVI)
570 kHz
TANK
TANK
CENTER
GABLE
Subm pile
Obstn
Fish Haven
(auth min 5 fms)
28′
27′
26′
25′
24′
23′
22′



9th Ed., May / 11 ■ Corrected through NM May 14/11
Corrected through LNM May 03/11

18474

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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Note: Chart grid lines are aligned with true north.

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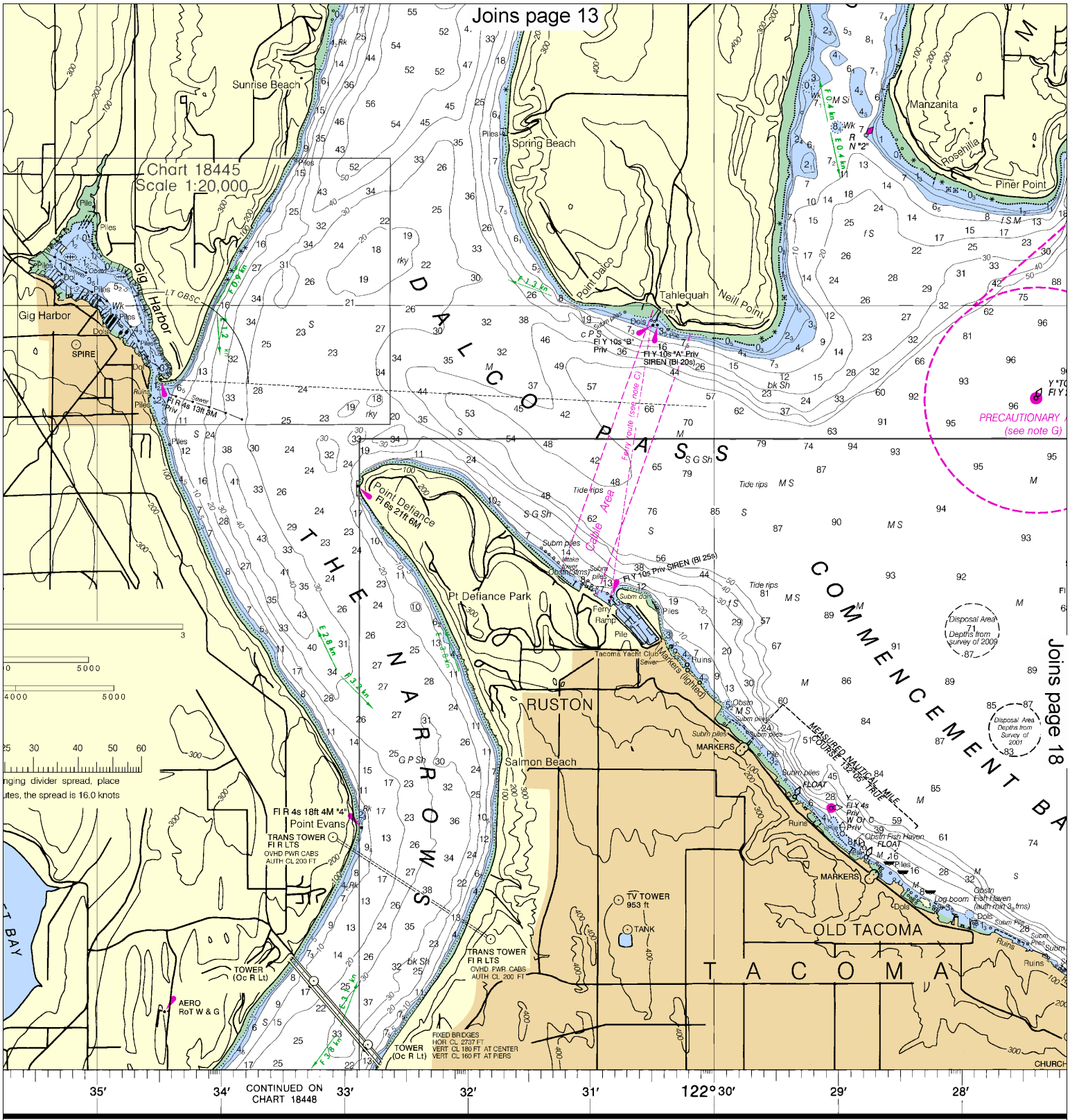
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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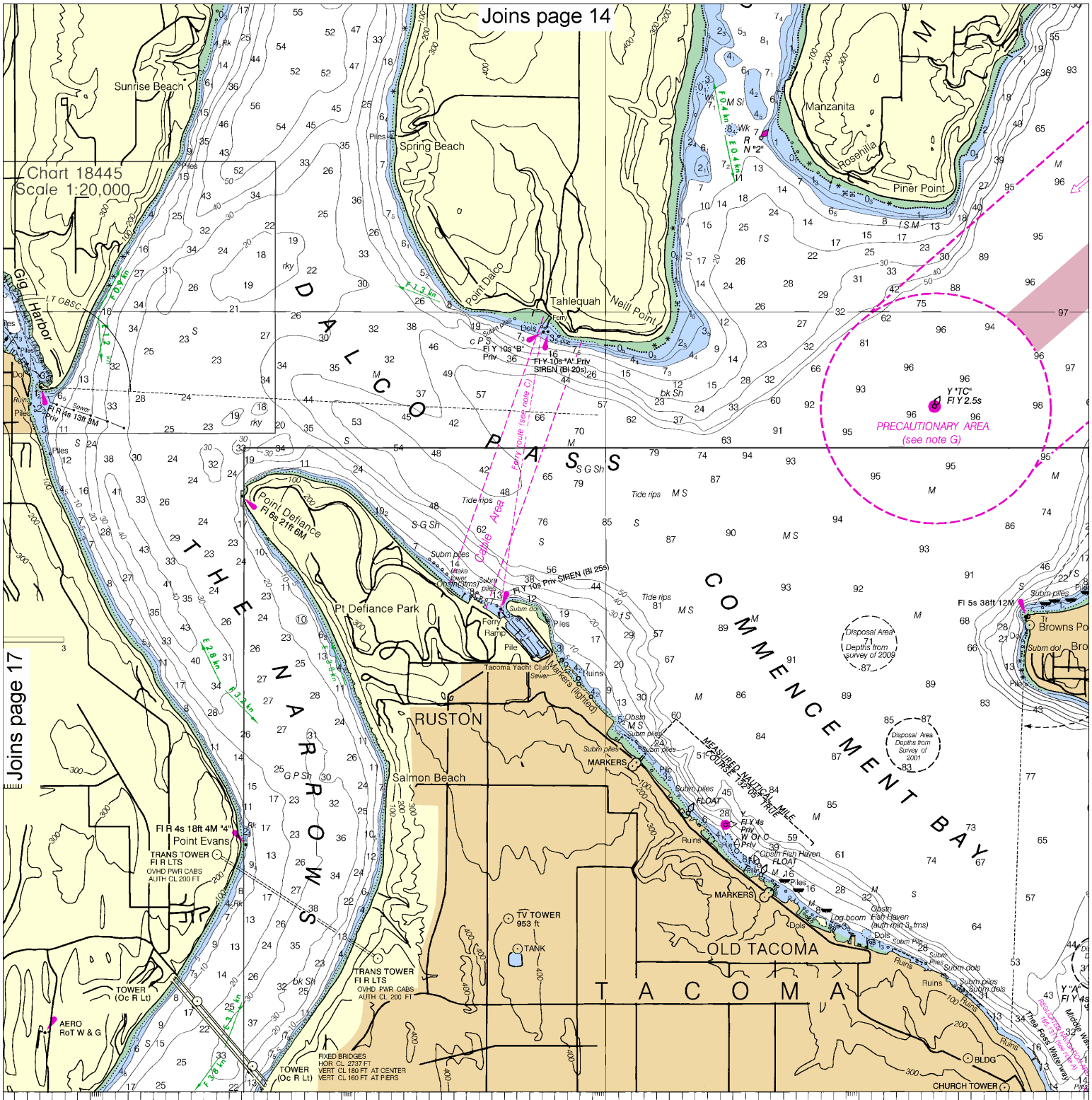
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	
FEET	
METERS	



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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	
FEET	6	12	18	24	30	
METERS	1 2 3 4 5 6 7 8 9 10					

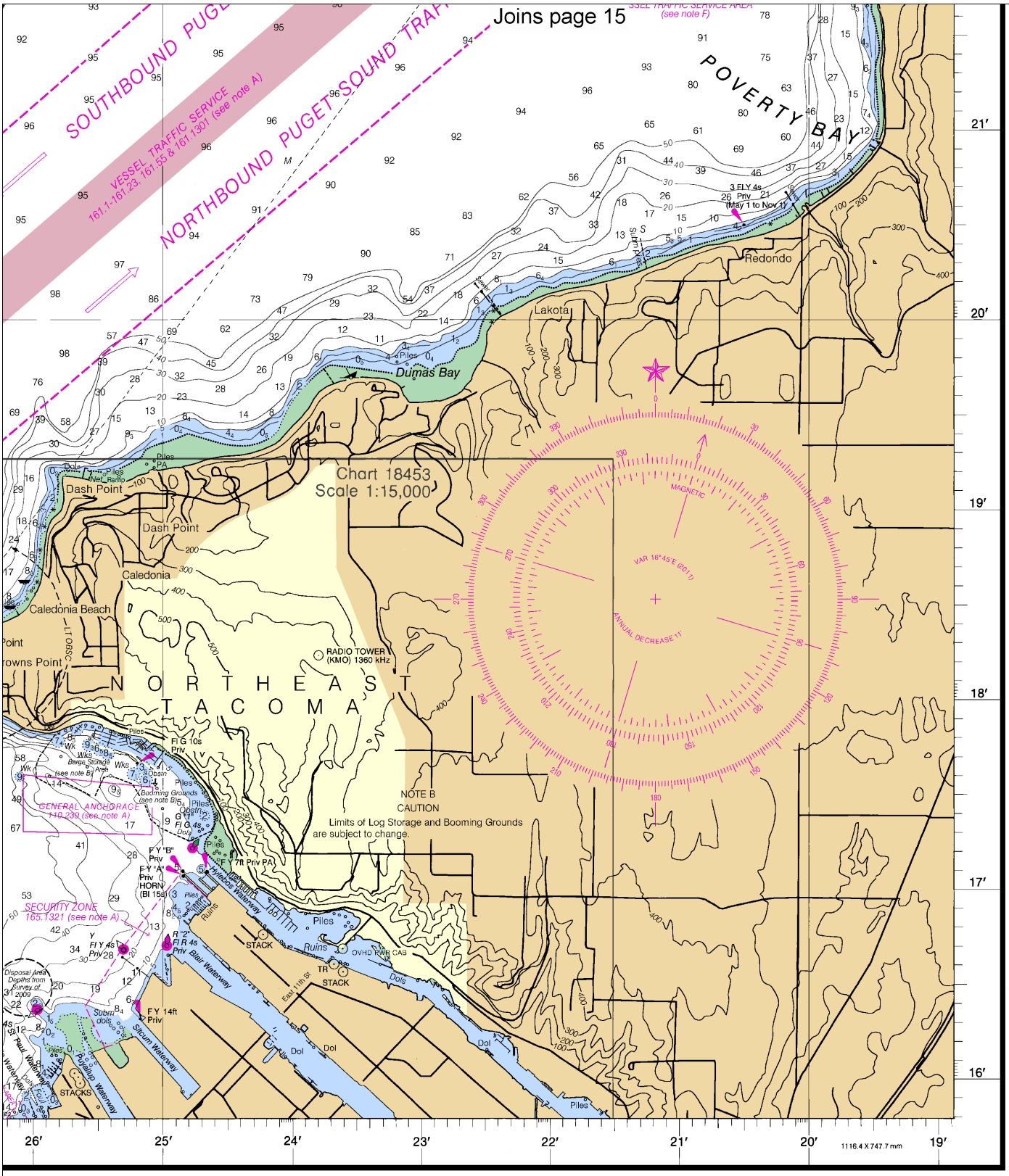
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Shilshole Bay to Commencement Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18474

ED. NO. 9

NSN 7642014012197

NGA REFERENCE NO. 18AHA18474

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Weather Service	—	**http://www.weather.gov/**
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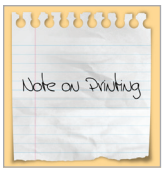

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